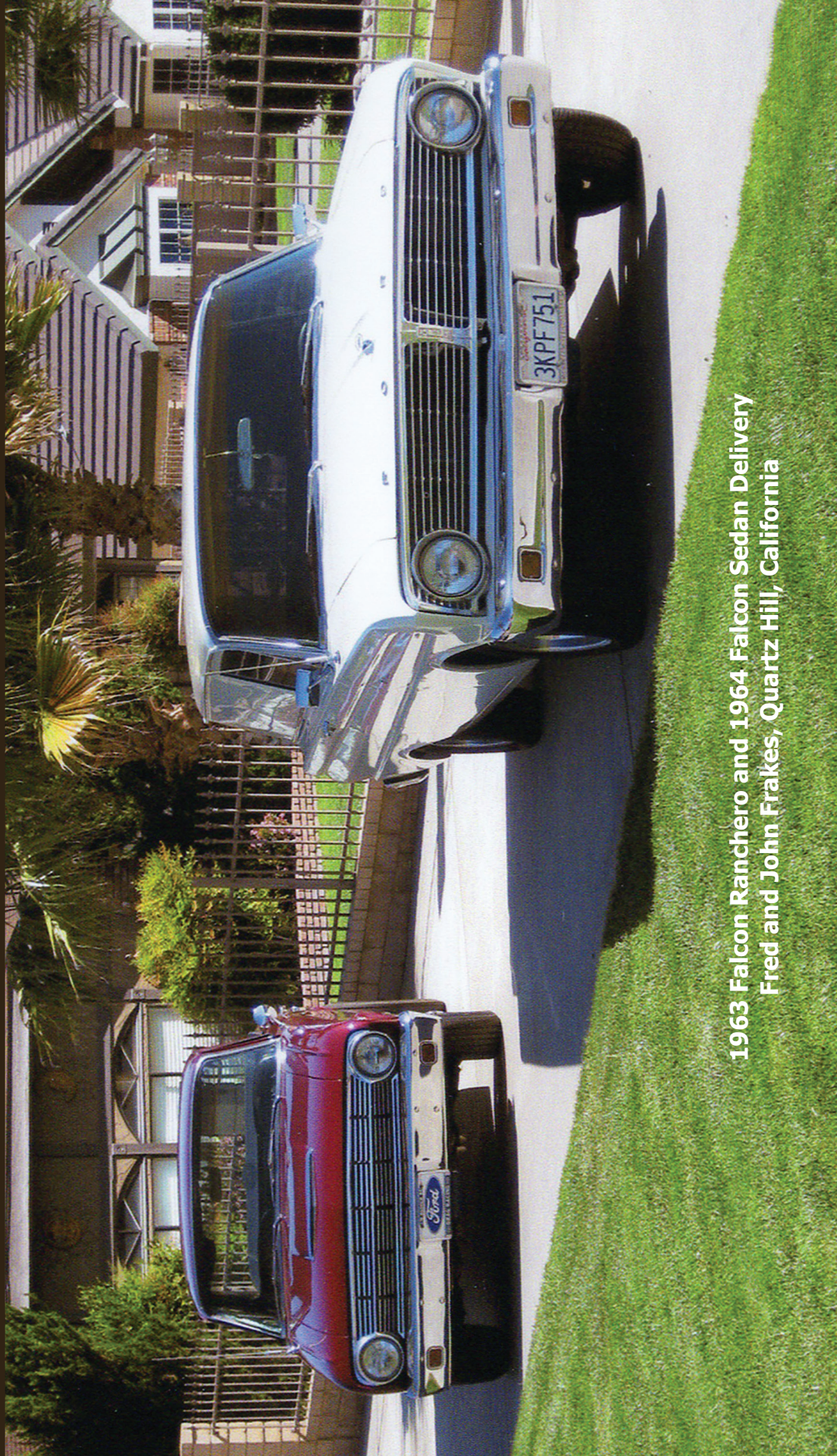


The National *Falcon* News

The Monthly Magazine of The Falcon Club of America

August 2015



1963 Falcon Ranchero and 1964 Falcon Sedan Delivery
Fred and John Frakes, Quartz Hill, California

The National *Falcon* News

August 2015

COVER: THE FRAKES BROTHERS 1963 FALCON RANCHERO AND 1964 FALCON SEDAN DELIVERY

Fred Frakes (FCA #11974) has owned his "old school" 1963 Vintage Burgundy Ranchero for 40 years. He purchased it from his dad in 1975 when it was stock with a 260 four speed. It currently has a 289 bored and stroked to a 306 cubic inch engine with an Isky 310 cam.

John Frakes purchased his 1964 Wimbledon White Falcon Sedan Delivery from his brother Fred in good but stock condition. It has a 1965 grille and taillights with a 200 cubic inch engine, two barrel carburetor and small cam. The interior is two-tone beige.

Pictured below is John's Sedan Delivery. Additional photos can be found on pages 9 and 24.



Index of Advertisers

Auto Krafters, Broadway, VA	14
Advertising Guidelines	6
Classified Advertising	6
Dennis Carpenter Reproduction, NC	21
Falcon Club Store.....	9
James Dottling's Falcon Connection, Tucson, AZ.....	24
J. C. Taylor Antique Auto Insurance, PA	8
Ecklers, Titusville, FL	16
Mac's Antique Auto Parts, NY.....	5
Melvin's Classic Ford Parts, GA.....	11
Obsolete Ford, Nashville, GA.....	15
Obsolete and Classic Auto Parts, OKC.....	21
Rhino Fabrication	9
Shine! On Me, CA.....	10

IN THIS ISSUE

Index of Advertisers.....	2
President's Message.....	3
Calendar of Events.....	3
Smoky Mountain Regional Invitation: Mary Wagner	4
Pete Brock Responds: Ronnie Crawford	5
Classified Advertising & Guidelines	6
The Amazing Bonnie Blue: Bruce Wolfe	12
Is It a Falcon?	17
Falcon History Crossword Puzzle	17
Falcon Club Officers	22
Regularly Scheduled Chapter Meetings	23
FCA Membership Application.....	Jacket
FCA Mason Dixon Regional Registration	Jacket
FCA Smoky Mountain Regional Registration	Jacket

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. Email address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



I want to thank and congratulate our Northeast Chapter folks for hosting the 36th National Convention of our Falcon Club of America in lovely and interesting Warwick, Rhode Island. This heartfelt "thank you" goes out to all their team members and volunteers who helped produce this event. Many of our other chapters made their donations as usual to support this outstanding event as well.

Additionally, I want to thank all of our membership for supporting National and Regional events with their attendance. I really enjoyed

meeting and visiting with our many "Falconers" both new and old. Remember to watch for more convention coverage this December in *The National Falcon News*.

Remember that next year we will be heading to the Wisconsin Dells area for our National Convention. Get an early start on planning ahead for making the trek! Hopefully if you had to miss this year you'll be able to join us next year up north.

Summer is of course the best time of the year for our local chapters to actively be on the lookout for new Falcons and therefore prospective new members. Be sure to invite the folks you meet to join in your local events with our great Ford cars, trucks and vans. Good fellowship is hard to beat and it can be a great recruiting tool too. Be sure to hand out your FCA business cards or you could pass along an older copy of our FCA magazine, if available. Also, take your kids, grandkids or even the neighbor's kids to a local car show; it helps encourage future interest in our collectible Falcons.

FCA continues to encourage our membership to assist others who are interested in restoring or acquiring any type of Falcon vehicle of their own. It never hurts to spread the word on our great club and the incredible resources that are available to new members.

Don't forget to make plans to attend one or all of the Regional meets scheduled for this coming fall: September 11–12 in Edgewood, Maryland, early October 2–3 in Townsend, Tennessee, and late October 23–24 in Dallas/Fort Worth, Texas.

Take care of one another and remember that each day is indeed a gift to be enjoyed and shared with others. May God Bless. Hope your summer of 2015 has been fun and enjoyable for your entire family. Enjoy taking those birds out flyin' safely down America's highways again. Myself, I can hardly wait for fall of 2015 and the upcoming great car shows in my area.

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

SEPTEMBER 11–12, 2015 MASON DIXON REGIONAL EDGEWOOD, MARYLAND

Hosted by Mason Dixon Chapter FCA. Ramada Inn Conference Center in Edgewood, Maryland. Use form in this issue to register.

OCTOBER 2–3, 2015 TENNESSEE VALLEY REGIONAL TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Falcons Chapter FCA. For more information, visit tnfalcons.com/2015regionalinfo.htm for more details and registration. Use form in this issue to register.

OCTOBER 4–11, 2015 19TH ANNUAL CRUISIN' THE COAST

Mississippi Gulf Coast
Contact information for the FCA, mistysigler@yahoo.com.

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**

Save The Date

JULY 8–10, 2016 FALCON CLUB OF AMERICA NATIONAL CONVENTION SEE YOU IN WISCONSIN!

COVER PHOTOS and ARTICLES NEEDED!

Does your Falcon deserve to be featured on the cover of *The National Falcon News*? Send us a high resolution digital photos (300 dpi at 10 x 8 inches) and your car's story.

Do you have an article you think might interest other *TNFN* readers?

Send your photos and articles via email to fca.editor@yahoo.com, [dropbox.com/request/chupNTHE9yHTHR0SGXvj](https://www.dropbox.com/request/chupNTHE9yHTHR0SGXvj) or by mail on CD or DVD.



AN INVITATION TO THE TENNESSEE VALLEY FALCONS SMOKY MOUNTAIN REGIONAL

The Tennessee Valley Chapter would like to invite y'all to bring your Falcons to the beautiful Smoky Mountains for our FCA Regional on October 2nd and 3rd. This year the show will be at the Talley Ho Inn in Townsend, Tennessee.

Townsend, adjacent to the Cades Cove and Little River region of the Great Smoky Mountains National Park, is a quiet and scenic village. Known as "the peaceful side of the Smokies," the Townsend area with its abundance of outdoor activities, accommodations and craft shops provides an ideal vacation getaway. It is a perfect destination for visits to Cades Cove, Tuckaleechee Caverns and other attractions in the Smokies.

Townsend has the least traffic of the three main entrances to the National Park and is a great place to visit. It has many recreational and sightseeing opportunities of its own. This enchanting community has an interesting history in addition to the shops and shows of nearby



OCTOBER 2-3, 2015

Gatlinburg, Pigeon Forge, and more commercialized areas of the Smokies. On October 3-4 the Smoky Mountains Woodcarvers Festival will be at the Townsend Visitors Center, 1.2 miles from the Talley Ho Inn.

Talley Ho Inn is the oldest establishment among Townsend hotels, motels, cabins and resorts. The adjoining Carriage House Restaurant menu offers

steaks, seafood, authentic country dishes and its famous Chicken Pot Pie...with discounts for car show participants.

A group of us will also be staying on in the area and caravanning to Mississippi to take part in the 19th Annual Cruisin' the Coast. We all stay at the same hotel and travel as a group each day to the different venues along the Gulf Coast. This Falcon Flock has grown larger each year, and we would love to have all of you join us.

—Mary Wagner (FCA #5476)
Harrison, Tennessee

Peter Brock Responds...

In a recent email to Ronnie Crawford (FCA #4790), Peter Brock shared his thoughts about Ronnie's article in the May 2015 issue of The National Falcon News and his Falcon Delivery in the Shelby American Collection.

Hello Ronnie,

I sure enjoyed seeing pictures of my Falcon in *The National Falcon News*! I sure miss that rig...it was so useful for everything I did...and still do. I've always been a bit queer for Sedan Deliveries because they are so versatile and cool looking.

As I'm sure you may know Ford did not build Sedan Deliveries with V8 engines. All except mine—the only one I know of—are inline sixes. The problem was that Sedan Deliveries were built in one location and station wagons that could be ordered with V8 engines and four-speed manuals were built in another. When I placed my order this was explained, but that it was "possible," but the sedan delivery chassis/body would be built in one place and the engine installed in another. This delayed delivery as my car was evidently trucked to the station wagon assembly plant for the engine trans install. I think the rear end

and axle were different as well because it had the V8 engine. As you noticed I changed the fuel filler as I couldn't stand the fuel spilling down the sides. That's a complete Porsche fuel door assembly that's been grafted in...really a nice touch.

I always admired the design of those Futura wheel covers so I had to have those! This was before the days that "mag" wheels became so popular. If I had the choice today I'd still stick with those wheel covers, but would probably go with a modern high speed-rated radial tire. I'm sure that several different engines were run at different times including the stock 269 HiPo. I remember having to do some slight "clearancing" to mount those tubular headers. I think the inner fender wells may have been different between the stock Falcon and the V8 wagons.

As mentioned in your story, I towed a variety of different trailers with my Falcon. I made a special trailer for the

Shelby School of High Performance Driving. It had a tilting blackboard for on-track chalk talks that could be towed from corner to corner to illustrate the proper line. By tilting it flat we could use little scale model cars on the same illustration to show the options on passing or how to protect a line. On the usual trailer were the single car, tilt bed units that we used to tow the Cobras. Pretty cool.

Today I'm manufacturing a really high-end enclosed trailer for race cars, rods and classic collector cars. It's called the Aerovault MKII. I wish I had my Falcon back...it would look perfect towing this new design! Thanks for taking an interest in my Falcon. I always thought the 1963s were one of Ford's best designs.

Regards,

Peter Brock
BRE and Aerovault
Henderson, Nevada

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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o .b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. No phone calls or faxes. If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1962 Falcon "Country Squire-like" woody beach cruiser wagon, beige with new tan interior. Redone six cylinder three speed column. New clutch, brakes, floors, paint, tires, exhaust, weatherstripping, Retrosound speakers and tons more. A really nice turn-key car ready for your local car show. \$4,800. For pics, Mark 850-585-9583. FL.

1963 Ford Falcon convertible with 250 six cylinder and C4 transmission. It has been in storage 18 years. Rust on inner rockers and fenders. Needs restoration. \$3,000. Robert Helmle, 859-586-6873 or roberthelmle@fuse.net. KY.



1963 Ford Falcon Futura convertible, 170 six cylinder automatic, 109,900 original miles. White with red interior, black top. Top works like new. Slight rust on right rear fender; needs some interior work. Lots of extra parts. Family owned and still driving. Asking \$5,500. 908-419-8948, wjespo@verizon.net. NJ.



1963 red Falcon Sprint clone with many OE items. All CarLite glass. It has never been restored. Nice driver with many new parts. Located in Carlisle, Pennsylvania. Asking \$16,500 OBO. Call Steve at 717-991-3428 or e-mail stevesrepairs@aol.com. PA.

1963 Ford Falcon Sport convertible with bucket seats and console. 87,000 original miles. Corinthian White with black top and interior. Car is originally from Virginia; I'm the third owner and have owned it 18 years and always stored it in heated garage. Engine was rebuilt and runs strong. Original seat upholstery, original working radio. I replaced Interior front door panels, rear interior panels, convertible well cover/ boot cover, interior control knobs/ window crank knobs, radiator, and new brakes. Body, paint, undercarriage, floor pans, chrome parts and engine compartment in great shape. Car is not perfect or a trailer queen but it shows nice and is really clean. Pictures will demonstrate condition. \$12,500. Dave Wahlers, drw1@roadrunner.com. OH.

1963 Sprint convertible. All original with 260 CI and four speed. Asking USD \$12,500. Pictures on request. Contact John, 905-893-1360 or jjagar@hotmail.ca. ONT.

Rare car. 1964 Ford Falcon two door sedan. 289 CID engine. Dual exhaust, factory air conditioning and Crager SS Mags. New paint, seat covers, carpet and floor mats. Upgraded items too numerous to list. No rust. Pictures on request, \$9,500. Carl Bolton, 775 530-1938 or carginia72@sbcglobal.net. NV.

1964 Ranchero, S Style body 66B, 260 CID V8, three speed manual. Daily driver, runs great, needs restoration. Needs a new home. I can't give it the TLC it deserves. \$2,500. Rich Cline, 518-434-2332 or my64ranch@aol.com. NY.

1964 Falcon Sprint convertible. Totally rust free California Black Plate car. Rebuilt 260 with less than 500 miles. Automatic, power steering, power top. Added air conditioning, dual exhaust and four barrel. Autolite carb. Has been repainted once. Interior is presentable. Everything works except radio. Pictures upon request. Asking \$20,000. Contact Matt, 609-420-3066 or mhanniganjr@gmail.com. FL.

1964 blue Falcon Futura convertible with black interior. 375 HP Ford 302 long-block, GT40 heads x303 Billet roller cam, MSD ignition. Haneline gauges. Mustang five speed, 8.8 373 rear end. Four wheel disc brakes with 18 inch wheels and much more stuff. Pictures upon request. \$17,000. Contact Erv at 636-207-7614 or ErvPfeiffer@sbcglobal.net. MO.



1964 Futura convertible, black with red interior. Rebuilt 302, factory four speed with Mustang transmission, Granada front disc brakes, power steering, AM/FM, nice interior with console, good paint, body and floors. Nice working white power top. New gas tank and sending unit but gas gauge not dependable. Original and modified hood. Drive it home. \$14,500 OBO. Frank, 423-965-2399 or Anoldhippy@yahoo.com. TN.



1965 Falcon Sedan Delivery—rare vehicle. Completely restored, show ready with many awards over the past two years. 289 CI with C4 automatic transmission, both rebuilt and run strong. New tires and wheels, paint, interior and lake side exhaust. Car originally from California, brought to Michigan in 2004, stored in garage. Car is driven to car shows and cruises on a regular basis. \$25,000 invested, will sacrifice for \$17,000, would like to see this vehicle continue to bring pleasure to Falcon lover. Time for a change and new challenge. Contact Ed, 989-289-2547 or eddebrns@gmail.com. MI.

1965 C code automatic Ranchero project car, ready to be put back together. It has been media blasted, it's really straight and there are only a couple of small places where body work needs to be done. I cleaned everything as I took it off and the undersides been cleaned from front to back and undercoated. I have all the original parts except the seat and the windshield. Asking \$6,500. Contact Alan Smith, 208 473-0343 or asmithtoyou@gmail.com. ID.



1965 Ford Falcon Futura two door hardtop, 289 CID V8 engine with four-speed transmission, bench front seat, glass and interior good condition. New radiator, fuel pump, clutch, dual master cylinder, raised letter radial tires and 15" wheels with Ford wire spinner hubcaps. New dual exhaust system and brakes. Body is in good condition; starter replaced, new uninstalled headliner material, uninstalled trunk mat with spare tire cover, heater core, fuel pump, installed front and back seat belts. Runs good; it was originally a New Mexico car. Asking \$8,500 OBO; all reasonable offers considered. Joe Lewis, 313-467-9290 or glewis2@mi.rr.com. MI.

1965 Falcon Sedan Delivery, \$4,000. 1965 Falcon Futura HT, \$1,200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7,500. Call 636-228-4501 or email dbranson@mail.win.org. MO.

1965 Falcon Futura with one owner. Excellent two door sedan, 200 CID, \$9,000. Bill Smith, 614-491-1868 or sonata02@copper.net. OH.

—Continued on page 8

Classified Advertising

—Continued from page 7



1965 Falcon Futura four door wagon, 351 Windsor engine, C4 transmission, nine inch rear end. New brakes, steering gear box, intake, curb-headers, exhaust system and extra parts. Needs tailgate glass; all other glass excellent. \$10,500 OBO. For specific details contact Leon, 503-429-7105 or leetorger@yahoo.com. OR.

1966 Ranchero with deluxe interior, bucket seats with new upholstery and console. Factory air needs repair; 351 Windsor with AOD; solid southern truck with tired paint and some minor rust spots. Includes spare doors, re-plated bumpers, new AC compressor and other parts, \$7,000. Photos available on request. Lou, 734-522-2548 or lew01a@earthlink.net. MI.

FALCONS WANTED

Ford Econoline wanted. Contact Merle Martin, 808-939-7069 or mmartin55@hawaii.rr.com. HI.

I am looking for a 1963 blue automatic Falcon convertible. Contact Jimmy Conner at connerjc@aol.com.

Wanted: 1960 or 1961 Falcon two door or four door sedan. Also looking for a 1960 or 1961 Falcon wagon, less motor, transmission, rear end. Does not need to be perfect, reasonable. Joanne Ray, 989-426-9725. MI.

—Continued on page 10

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Fred Frakes' 1963 Falcon Ranchero

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Classified Advertising

—Continued from page 8

PARTS FOR SALE

Red bench seats for a 1963 convertible. In good condition with slight tear in the seam on the front seat. \$550 plus shipping. Pictures available at dgunn1212@gmail.com or call Dick Gunn, 832-799-0510. TX.

1960–1965 Protect-O-Top fiberglass tonneau cover for 1960–1965 Ranchero. Protect-O-Top has been out of business for years but this cover was made from the original molds and will fit your Ranchero perfectly. It is brand new and recently made. Comes complete with all mounting hardware and keyed lock and can be painted to your choice of color or left gloss white. Cover is in the San Francisco bay area so price will depend on shipping. Contact Roy at 925-366-7555 or mercuryfree@earthlink.net. CA.

1960–63 Falcon sedan No-Mar gas tank guard and NOS stainless steel gas cap, in original packaging, rare paired accessory, \$275; 1960–63 sedan NOS gas caps; 1964–65 NOS sedan gas caps, non-Futura in Ford box, \$90 each; 1960–63 Ranchero/wagon gas caps, good used condition, \$150; 1962-63 Squire wood grained gas cap NOS in box, \$295 each; 1962–63 hood scoop in excellent used condition, \$200. 1962 grille and headlight doors; good used, straight, needs repainted, \$495; 1963 Futura/Sprint fender spears, excellent original condition \$395 pair; 1963 deluxe fender spears, three sets: \$75–150 per set; 1962–63 fender top ornaments, restored, \$75–100 per pair; 1960–65 V8 motor mounts: frame mounts, bolts, C brackets and heat shields \$200; Sprint Horn Ring, driver quality, \$70; 1960–65 Falcon jacks, restorable, \$100 set of four pieces; 1960-65 four door sedan doors, stripped or complete, no rust, \$100-200 each; 1661–65 station wagon tailgate crank, excellent used condition, new keys, \$295. Call

or email Lenny Kellogg at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

Boss 1969 Mustang rear deck wing; three speed V8 transmission; four speed T-10B transmission; new in box exhaust manifold, 144 engine C-3079430-A; four 1964 non-Sprint full hubcaps 13"; four Sprint 13" hubcaps in good condition. Four new in-boxes taillight lens; padded dash chrome strip for 1964–65; Very good 1964 grille and headlight doors. New chrome in boxes outside door handles, needs chroming rear S-W bumper with brackets, not bent or ripped. Custom driveshaft for six cylinder motor to V8 rear plus other small items. I will not mail or deliver. \$500 takes all. Call William Frederick, Sr. at 609-420-3441. NJ.

1970 302 heads, cast #D00E, dates 9L18 & 9J9, one pair, \$150. 1995 302 heads, cast #E7TE, dates 4K22 & 4L12, one pair, \$150. 1995 351W heads, cast #E7TE, dates 5B15 & 5B17 one pair, \$150. NOS rear brake drum, part #CODZ-1126-B \$80. NOS carb rebuild kits, part #CODZ-9A586-A & B, \$30 each. NOS taillight lens, part #CODF-13450-A, \$30. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

I have several 1960–63 Ford Falcon body parts for sale. NOS 1962–63 LH fender, \$500; used 1962–63 RH fender, \$100; used 1960–63 lower front valances, \$10 each. 1960–63 lower rear quarter patch panel RH, \$70; 1960–63 small lower quarter rear patch panel RH, \$35; 1960–61 front fender patch panels, \$20 pair. Used 1962-63 hood, \$60; used 1962–63 trunk, \$30. Contact Erik at 920-450-2777 or erik1463@yahoo.com. WI.

1967 289 short block, standard bore, \$500. 1969 351W heads, three angle valve job, new valves and springs, \$500. All have been stored indoors, not piles of rust. Mid-1970s 351W long block, low miles, \$350. Stan, 918-381-7826. OK.

1960–63 Falcon Ranchero quarter panels. Rust free and dent free from Arizona. These are the entire quarter panels including the inner wheel wells and bed walls. I will email pictures on request. \$1,400 OBO. Call Nick at 920-475-8589 or email the60scarbuff@gmail.com. WI.

1964–65 Falcon front driver's side fender. It has been repainted and has very little body putty and trim for wheel. This fender is in good condition, \$150 OBO. Rick Birr, 801-864-2195 or rbirr@slb.com. UT.


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Classified Advertising

Nice 1963 right front fender, \$50. Bumpers: 1962-63 front, 1960-63 rear, 1966-67 front. All are pretty straight with some light surface rust. Good cores for re-chrome, \$40-\$90. 1960 horn rings, 1964 Sprint horn ring, some pitting, \$15-\$20 each. Original 1963 front parking light housings and lenses, rust free, \$45. 1963-64 power steering/AC parts. Eaton pump and brackets, AC compressor brackets, remote PS reservoir, idle speed kicker brackets and lines, AC idler bracket, crank and water pump pulleys, \$300 for all, will sell piecemeal. Also have several power cylinders, p.c. frame bracket, control valve, two cylinder AC compressors. Front fender splash shields, 1963 and 1964, \$35 each. 1960-63 hood hinges, \$45 pair. C5 transmission, \$75. Garage equipment: oxy-acetylene tanks and torch, vertical-horizontal band saw, Gray-Mills parts washer, Sun distributor machine, 1939 Ingersoll-Rand compressor—a nice addition for vintage garage display and it still works; contact me for prices. Lou Williams, 734-679-4994 or lew01a@earthlink.net, MI.

NOS C5DZ-9305-A fuel gauge, \$85; C4DZ-17A553-A wiper switch, \$85; C4DZ-18578-A two speed heater switch, \$85; C6DZ-18578-A heater switch, \$85; C-DF-13304-A turn signal

plate, \$25. C9DZ-17255-C speedometer, \$100; C2DZ-17696-A outside mirror, \$100; CDD-7523-A clutch return spring, \$35; C6DZ-17A625-A windshield wiper switch, \$85 C5DZ-10718-A battery holdown; C5DZ-10718-B, C2D2-10718-C, \$45 each. John Simone, 413-527-8502. MA.

1964-65 Ranchero single side trim set with proper gas cap, \$750 including shipping. 1964-65 Ranchero double side trim with gas cap; no chevrons or fender nose pieces. \$750 including shipping. 1964-65 Squire molding set, no buttons or clips, \$900 including shipping. Kenny Overmiller, 760-765-1990 or borregomotel@hotmail.com. CA.

Complete Falcon drivetrain remanufactured in 2013. 170 ci, six cylinder, two-speed Fordomatic transmission, rear end, driveshaft, four wheels and tires. Futura hubcaps, \$300 package deal. Will also sell separately. Contact Ed Greene, 401-741-1181 or egreene40@yahoo.com. RI.

1964 Falcon Futura rear trim panel that has been professionally stripped, restored, polished and bright-dip anodized. All factory argent silver and black accents applied. A beautiful piece, ready for show! Huge upgrade for any prized 1964 Futura, \$695 plus

shipping. For detailed pictures and further information, Norm Huie, huiehome@cox.net or 949-498-8974. CA.

For Sale: my entire 35 year collection of Falcon parts for \$50,000 due to health reasons. Bring at least two trailer trucks. I also have several project cars for sale including 1964-65 hardtops and convertibles, 1965 sedan delivery, and 1964 Ranchero. Don Branson, 636-228-4501, cell 636-357-8505. MO.

1965 two speed wiper conversion: wiring harness, switch/bezel motor/bracket, \$395; 1968-70 L/R taillight surround, excellent used condition, \$95. 1968-70 taillight lens, excellent used condition, \$50; 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$350 each; excellent hood \$350; We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Visit us at kelloggsgarage.com. Contact lenkellogg@lpbroadband.net or 970-593-1964. CO.

Two Ford alternators 60 amps each, complete with a regulator for each. Asking \$45 OBO for each set plus shipping. Lloyd Marshment, 519-542-3684, or grhead@hotmail.com. ONT.

1961 grille in fair condition, \$20; 1962 instrument cluster with restored gauges, \$200; 1964 black two door hardtop sun visors, \$12. 1964 instrument cluster for deluxe trim, \$125. Steve Sr., 562-595-1876 or SteveWT324@aol.com. CA.

1965 Ford Ranchero parts with prices ranging from \$10 to \$150. Parts removed from a V8 car. Call or email with your needs. Mike 573-735-4355 or mikehays50@gmail.com. MO.

1964-73 MUSTANG	<p>Online Ordering Now Available!</p> <p>melvinsclassicfordparts.com</p>  <p>1521 Dogwood Drive Conyers, Georgia Phone: 770-761-6800 Fax: 770-761-5777</p>
1928-69 FORD CAR	
1960-70 FALCON	
1962-71 FAIRLANE/TORINO	
1928-79 FORD TRUCK	
1955-66 THUNDERBIRD STREET ROD	

—Continued on page 14



Bruce, Pam, and Bonnie Blue at the 2014 Carolinas Chapter Regional in Kannapolis, North Carolina.

The Amazing Bonnie Blue

In the movie *Gone With the Wind*, Rhett and Scarlett had a daughter named Eugenia Victoria, but when Miss Melly first saw her, she said that the baby's eyes were as "blue as the bonny blue flag." Rhett said that that's what they'd call her—Bonnie Blue Butler.

That seemed the perfect moniker for a metallic blue 1968 Falcon Futura four door sedan. Bonnie Blue is a stock 1968 Falcon with 1963 Galaxie spinner hubcaps. She has a 200 cubic inch six cylinder engine with an automatic transmission. Power steering, AM radio and cloth interior are some of the other options. She has been very faithful to her owners, Bruce and Pam Wolfe.

Bonnie Blue has taken Bruce and Pam to FCA National and Regional meets all over the country—sometimes better known as the Ford Falcon Club of America family reunions. She attended her first FCA National Convention in Atlanta, Georgia in 1988. Almost 30 years and 70,000 miles later, she is still chugging down the highways of America.

Bruce and Pam have attended 17 FCA conventions, 13 with Bonnie Blue, two with their 1962 Falcon wagon and four without a Falcon. She has attended all but one of the 17 Keystone Chapter Regional meets in Pennsylvania and New Jersey. She's been to all the Mason Dixon Regional meets, several Northeast Chapter Regional meets, and Carolinas Chapter Regional meets. She has been to Niagara Falls for a Regional meet and attended one National and two Regional meets in Tennessee.

She took three laps around Lowe's Speedway at the 20th FCA convention in Charlotte, North Carolina and took one lap around the famous Brickyard in Indianapolis at the 27th FCA Convention. She has traveled through 25 states going to national conventions and regional meets and is just amazing! Is there a Bonnie Blue in your garage? Don't let your Falcon hold your garage door down. Get out there and enjoy the fun and fellowship of the Falcon Club of America.

—Bruce Wolfe (FCA #949), Grantville, Pennsylvania

By Bruce Wolfe



Bonnie Blue with Bruce's 1962 wagon and his uncle's 1957 Thunderbird.



The blown muffler that happened in 2010 on the way home from the National Convention in Dearborn, Michigan.

This is what she looked like when Bruce purchased her in 1988.



Bonnie Blue... Coming to a Town Near You

FCA NATIONAL CONVENTIONS			
Convention	Year	Miles Driven	
9th	Atlanta, GA	1988	1,460 miles
13th	Milwaukee, WI	1992	1,524 miles
14th	Knoxville, TN	1993	1,000 miles
15th	Valley Forge, PA	1994	168 miles
17th	Springfield, MO	1996	2,357 miles
18th	Orlando, FL	1997	2,185 miles
20th	Charlotte, NC	1999	1,056 miles
25th	Kansas City, MO	2004	2,287 miles
27th	Indianapolis, IN	2006	1,332 miles
28th	Minneapolis, MN	2007	2,394 miles
29th	Springfield, MO	2008	2,520 miles
31st	Dearborn, MI	2010	1,070 miles
33rd	Louisville, KY	2012	1,276 miles*
36th	Warwick, RI	2015	780 miles

*Bonnie Blue turned 100,000 miles on the way home.

Editor's Note: We appreciate the contributions Bruce makes to TNFN and to the Falcon Club of America where he serves as Head Tech Advisor.

On display at an All Ford Show in Carlisle, Pennsylvania, Bonnie Blue shows off her Deluxe hubcaps.



Classified Advertising

—Continued from page 11

1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 Falcon Sprint eight inch rear end, complete with E-brake cable, \$400. 1963 Futura glove box door, \$65. 1964-65 glove box door, \$50. 1963-65 Falcon/Comet four speed shifter, \$195. 1963-65 Falcon/Comet four speed tunnel, \$199. 1964-65 Falcon/Comet top loader shifter box with linkage, \$355. More NOS and used Falcon parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY.

Large 35 year collection of good used parts for 1960-69; hoods, \$75-\$110; doors, \$50-\$75; and chrome moldings, \$5-\$25. Many body and chassis parts, too numerous to mention. Also some parts for 1963-65 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons, new, \$650 for race cars, held on with pins. Don Branson, 636-228-4501 or dbranson@mail.win.org. MO.

PARTS WANTED

1965 Falcon Sedan Delivery chrome pieces on the top of the quarter panel that run full length of the quarter panel on both sides and over the taillight. Need both sides. Contact me at Don.klee@hotmail.com or call at 989-550-9271. MI.

Wanted: 1962-63 fender emblems: I have four NOS right side, need to buy, sell, or trade for left side in NOS condition. Call or email Lenny Kellogg at Kellogg's Garage, lenkellogg@lpbroadband.net or 970-593-1964. CO.

Right hand door window regulator for 1965 Falcon Sprint Convertible. Also need 1965 quarter panel letters f.a.l.c.o.n. Rodney R. King, rodking@surry.net. NC.

A pair of lower control arms for 1960 to early 1962, built before 10/15/61. The condition of the ball joints is not

important but bushings should be good. Must be reasonably priced. Brian Gatzow 262-781-5392 or bdgtzw@aol.com. WI.

Parts Wanted: Finned aluminum valve cover for 170/200 Ford six that says Falcon in the center. Tom Burns, 417-825-1049 or ltrtpb@sbcglobal.net. MO.

Wanted: Gas cap and windshield wiper switch for 1963 Falcon wagon. Pete Planté, 740-522-2800 or plantep1943@yahoo.com. OH.

Looking for an early 1960 144 engine, block, head, or parts. Also looking for

a 1904 carburetor or parts. Please call Merl Hayn at 574-952-6309 or email shaynfamily@aol.com.

WANTED: 1963 Ford Falcon passenger side door for a two door sedan. Rust free if possible. Close to Connecticut if possible. Call Tom Krish, 860-621-8537. CT.

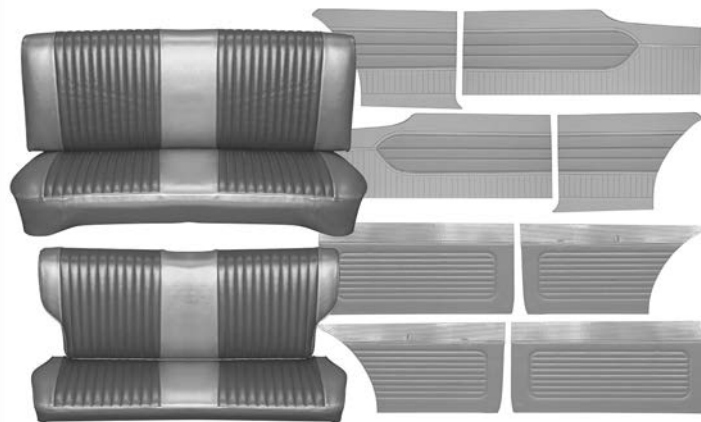
WANTED: 289 Hi Po San Jose built four speed radiator. Top tank is stamped:

C4ZE W-MO

G2 2-65.

3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO.

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Four 205/70R13 narrow whitewall tires with 91T speed rating, any brand. Call Ronny, 903-969-3003 or ronnyw@suddenlink.net. TX.

Wanted: 1964 Ford Falcon Futura convertible top weather stripping retainers. I have the weather stripping and I am looking for the six metal retainers—three for each side. 512-497-6834 or Charles_Burgess@Dell.com. TX.

Wanted: pair of five lug spindles V8 for a 1963 Falcon. Please contact Jeff DeMichael, 860-304-1182 or j.demichael@sbcglobal.net. CT.

1963 taillight rubber grommet; 1963 wood simulated Sprint steering wheel;

1963 Ranchero or station wagon gas cap; 1962 tunnel hump for four speed. John Baker, 914-782-3173. PA.

Wanted: 1960 two door Falcon front L/R fenders, hood, grille, bumper in good condition. Also want late 200 CID engine complete, air cleaner to oil pan and fan blade to flywheel. Norm, 417-839-3300 or nm2000@live.com. MO.

All parts needed to install power steering on my 1963 Falcon Ranchero 260 V8. Jim Guibord, 313-274-5054 or jamest7281@comcast.net. MI.

Exterior chrome for a 1961 Falcon four door sedan. Driver quality is OK. Joanne Ray, 989-426-9725. MI.

MISCELLANEOUS FOR SALE

1965 Falcon Owner's Manual date stamped May 22, 1965, Ford Motor Co. Form No 7759.65. Excellent condition all 76 pages and cover, \$35. Very, very rare Falcon *Rallye Sprint Total Performance...from Ford Owner's Manual*. "Optional Competitive Event Components" lists over 100 part numbers for engine and chassis. Both Girling and Keley Hayes brakes, 27 gallon gas tank, 14 quart radiator, 289 engine specs showing 12:1 comparison specs and more—11 pages in mint condition, \$150. Gary, 706-864-2720. GA.

Shop Manuals by Ford: 1960–63, \$34.95 each; 1964–68, \$49.95 each; 1969–70, \$59.95 each; 1963 Owners Manual, \$14.95. Part Interchange Manual: 1960–65 or 1963–70, \$39.95 each. Falcon 140 page Road Test book 1960–70, \$19.95. Hardcover Falcon History book, \$39.95. Alex Voss, 206-721-3077 or Alex@books4cars.com. WA.

PASSWORD

Access the technical articles on the FCA website with this password: FCAmemberIGS.

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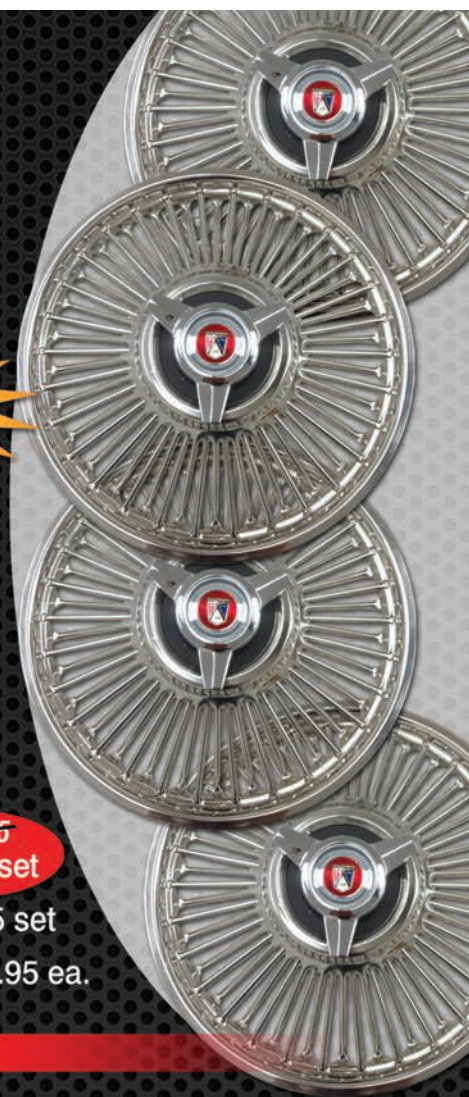
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Is It a Falcon?

TNFN reader Richard Smith of Ridgely, Maryland sent us this photo he saw on a blog about the 1964–65 New York World's Fair. The photo of Martin Luther King, Jr. and two of his children, Yolanda and Martin Luther King III, are shown riding on Ford's Magic Skyway at that Fair.

"It looks a lot like my 1964 Falcon, but maybe it's a 1965 or even a Fairlane," Smith writes.

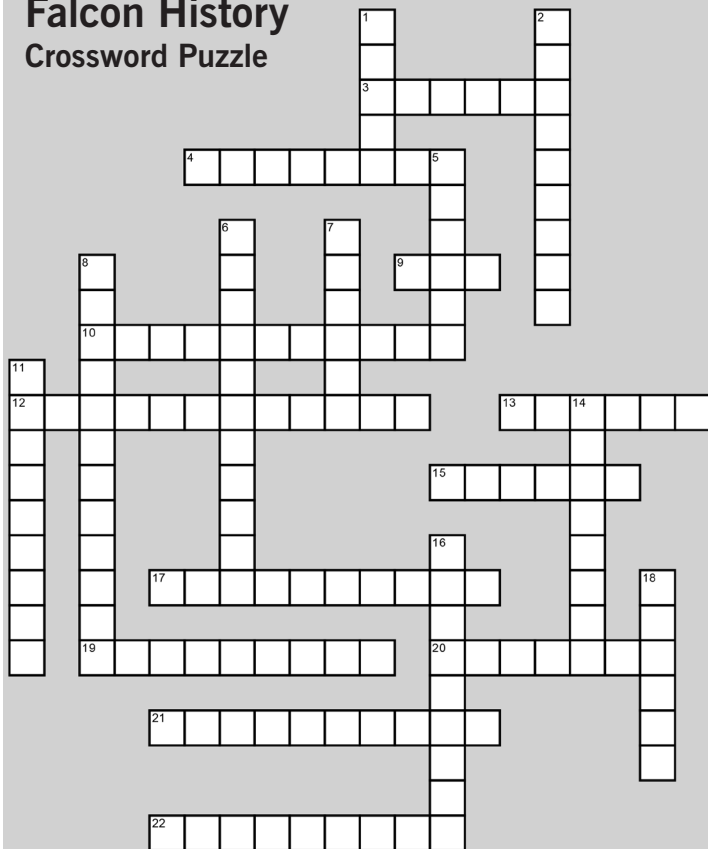
At that same World's Fair, Ford introduced its brand new concept car—the Mustang—in April 1964. If you'd like additional information and photos on the Fair, the blog can be found at <http://blogs.canoe.ca/parker/news/new-york-worlds-fair-50-years-ago-and-a-world-away/>.

Can you identify the Ford model? If so, let us know at fca.editor@yahoo.com and we'll inform the readers in a future issue.



<http://blogs.canoe.ca/parker/news/new-york-worlds-fair-50-years-ago-and-a-world-away/>

Falcon History Crossword Puzzle



Across

- 3 This Trim Package included polished stainless steel side window trim and blue tweed nylon inserts in door panels.
- 4 Bright-metal side trim and side rear _____ are standard on all 1964 Futura models.
- 9 How many adults the new Falcon boasted could sit in it in perfect comfort?
- 10 This popular model, first available in 1963, came with bench or buckets seats.
- 12 Introduced in 1967, this option allowed manual or automatic shifting.
- 13 This material was used to make trunk mats, some very a distinctive plaid.
- 15 Metallic _____ highlighted bucket-styled rear seat upholstery in Futura rear seats.
- 17 Optional in 1960, this drive featured one clutch assembly, lightweight construction, and minimum servicing.
- 19 These safety devices were added as an option in 1964.
- 20 Falcons in 1964 could be ordered in this color of blue.
- 21 This steel was used in 1963 to resist corrosion.
- 22 This Falcon was designed to carry eight passengers or to be used as a cargo vehicle.

Down

- 1 A push-button version of this was added in 1961.
- 2 A revision of this Ranchero tailgate emblem appeared on their rear roof pillars in 1966.
- 5 Falcon luxury wagon which included wood-grained exterior.
- 6 In 1964, this increased to read 120 mph.
- 7 Ford released information on this new Hardtop and Convertible model on January 9, 1963.
- 8 In 1964, this was added as an option to taillights.
- 11 Discontinued in 1967, the Club Wagon and Station Bus were joined to this Ford line.
- 14 In a 1961 ad, it was announced as "The Ford Falcon Pickup."
- 16 This popular white paint color was used starting in 1964.
- 18 Upper line of Falcon Sedans introduced in 1963.

Answers to the Falcon History Crossword Puzzle can be found on page 22.

TESTING THE FORD FALCON



**Does it really offer economy, family utility, and sound performance?
Yes—with reservations.**

This Road Test article by Duncan Maxwell on the 1960 Falcon originally appeared in the January 1960 issue of *Cars*. It was reprinted in the book *Falcon Performance Portfolio 1960–1970*, compiled by R. M. Clarke, from which this article was taken.

OUR TEST FALCON, the only prototype available in time for this press time, was a thoroughly beaten engineering car that had many thousands of grueling test miles over some of the toughest testing ground in the country. We were dismayed that this car, which was being used by countless magazine writers on the Ford Engineering Test Track in Dearborn, was not in good tune; the engine was, to be blunt, quite ragged, for this Falcon had been and still was on a rough schedule which permitted no time out for the going over it so sadly needed.

Therefore, the performance which is covered later on herewith, should not be considered representative. We put the stop watch to work, but production cars, which are always much lighter than prototypes (less dum-dum, etc.), will give at least 10 percent better acceleration.

This, incidentally, is nearly always the case with the test cars with which auto writers must work in order to bring the reader the best dope possible early enough to do them any good.

A standard four door sedan with a column operated three speed synchromesh stick transmission with only the optional heater system just about describes the test car. There will be, in addition, a two door sedan and a station wagon to fill out the three-model Falcon series, although the station wagon is not to be available until around the first of the year. We saw some early production jobs, not yet ready for driving, and these exhibited a quality of craftsmanship on about the same order as that of the popular British Fords and the German Ford Taunus; in other words, quite good. Body panels fitted well on those we

examined, the doors all closed tightly although the pleasant solid *clunk* was not too audible, and there were no rattles when we rocked them from side to side. The test car was also remarkably solid for having endured over 50,000 engineering test miles. We must remember that the Falcon project was a crash program to cash in on the rising demand for sensible family transportation. The same condition existed with the Valiant (Chrysler Corp.) and the Corvair (General Motors Corp.) so early customers should not be surprised if the usual inevitable “bugs” show up on any of the Big Three’s new small cars.

STYLING

We like it. This car’s styling makes sense, for there is no cost-causing garbage that does nothing but add use less weight. Neat, trim, in good taste, the new Falcon

should offend no practical person unless he or she is the type who simply must show off to the whole neighborhood. We were even pleased to find just two headlights, and a brief run as darkness approached during our tests indicated these sealed-beam standard lights to be fully effective for any kind of sensible driving at fast highway speeds. Instead of a cheap chromed strip along the full length belt line there is a functional sculptured line which not only looks well but also materially increases the sheet metal skin strength. The grille is functional, scoops plenty of air, and is stamped of aluminum; it should last. The bumpers are sturdy for our national bumpy-bump parking and tailgate expressway driving, but bumper guards should be standard equipment on every Falcon sold. Insist on overrides! The taillights we also sanction as being stylishly simple and very adequate without threatening to blind any driver in the rear when the driver hits the brake pedal. Falcon is clean and uncluttered the way we like them.

One must prop the front opening hood with the provided steel rod for this is not counterbalanced, a sensible concession to cost and really a safety device for the types who like to rummage about beneath the bonnet. The engine is all new. Topped with a paper element air cleaner are six cylinders with pistons displacing 144.3 cubic inches. The stroke—see our specs—is extremely short and will lead to a very low operational friction factor which means long life. The new engine, based largely upon the experience of Ford's overseas factories in England and Germany, has overhead valves, a very smooth induction manifold beneath the single barrel carb, fairly large porting for so small a mill, a clean appearing castings which, the engineers claim, are due to some undisclosed innovations in the foundry department where the blocks are fabricated.

Quite interesting is the acceptance of an electric fuel pump which is common to Ford's European products but is not yet standard on their big iron. Rumors of an aluminum engine in the baby Ford are unfounded: the block and head are cast iron, and the only aluminum on the engine assembly to amount to anything is found in the flywheel housing. Even so,

the total weight of the complete Falcon engine is remarkably light, a mere 345 pounds. The simplified design features no side plates for valve adjustments, this being accomplished by removing the rock and cover only. The intake manifold is cast integrally with the head and maintenance—*economy*—is further enhanced by standard big car size oil filter and distributor. The latter two items are located at the rear of the block on the left side looking to the front. Though there are no torque or horsepower figures available as we dash to press, this should be of little concern for these figures rarely mean what they say anyway. The power, believe us, is adequate unless you have to drive this car as the head of your local police department after fleeing bandits. At present there are no power-boosting options.

PERFORMANCE	
Zero-60 mph	17-20 seconds
Mileage at 60 mph	30-32 mpg

For those who prefer not to shift gears, a 2-speed scaled down Fordomatic is available. Either transmission drives the rear wheels through an open propeller shaft, two standard size U-joints, and a conventional Hotchkiss rear-end.

SUSPENSION SYSTEM AND STRUCTURE

The welded unitized body and frame combination, long favored by Ford in all of their overseas cars and recently in the T-Bird and Lincoln sits on front coil springs mounted above the upper control arms and secured in what Ford calls "towers" in the body sheet metal. The telescopic shocks are inside these front coils. Rear springs are semi-elliptic leaf units, trunion mounted, and snubbed by steeply angled shock absorbers in front of the rear axle. There is a stabilizer bar to assist stability in the front. The whole suspension concept, again, smacks of standard British and German Ford practice for the last decade as well as being much like that which the popular Rambler has been using since 1950. Who says the Big Three can not learn? Ha! Steering is light but too slow.

WE DRIVE THE FALCON

You should at least try this car. Climbing aboard, you will find that there is plenty of room for a driver 5 feet 10 inches tall with the front seat shoved all the way back. This was the designed man-sized space allotted to the engineers which is not enough if you, like some people we know who drive other small cars, are 6 feet tall or more. The front seat, though, can be removed from its track and bolted back again an inch or two farther back to allow taller persons to be comfortably seated in front.

The front seat will hold three adults if they are on the slim line; in back three similarly streamlined people can be fairly comfortable although they will rub shoulders to be sure. Rear legroom, see the specs, is nothing to be excited about although it is as good as in the Rambler American, the car with which the Falcon will be initially compared as far as domestic small cars are concerned. Seats are fairly soft, the backs allow normal people to keep their spines straight as they should, and the car is *not* tiring to drive.

Visibility out of the windshield is fine; there is no distortion for there is no wraparound, thank the great god Pan. The windows roll up or down very easily and more quickly than on most small foreign cars and the vents in each front window open readily by a small flip handle which latches securely with light pressure.

The wipers are engine vacuum operated and they wipe the windshield very clean without leaving a dangerous center blindspot unlike their big Ford brothers. This is possible because the slide rule guys have had the good sense to adopt the long used European system of having the wiper blades operate parallel, or together.

The driver will find a minimum of dashboard confusion; the instruments are well shielded to prevent glare, there is a manual choke which enables the driver to handle vapor lock and other engine nervousness without panic, and the steering wheel is well positioned. The latter, 17 inches in diameter, is quite large for so small a car but when steering is a slow 4-6/10 turns from lock-to-lock, a small wheel would give a hep driver ulcers trying to get around a simple corner into the average driveway.

—Continued on page 20

TESTING THE FORD FALCON

—Continued from page 19

As it is, though, the Falcon handles very nicely. The ride is softer than the average small imported car and consequently Falcon leans over more than most of us car-lover types would prefer but it does get around fast and flat corners without fuss which is the important factor to consider. After all, most Americans have gotten so lazy and their fannies are so flabby and tender that they are apparently unable to enjoy a superior handling car, or perhaps the art of good driving is more or less a thing of the past. Readers of magazines like this one, however, will prefer firmer ride and this will be possible later by ordering heavier duty shock absorbers. Thus fitted, the Falcon will handle respectably. On railroad crossing, over staggered bumps, potholes, dips, and such road irregularities, the Falcon is more stable than we would have predicted after our first gentle ride around the handling area of the Ford Test Track. We were never able to make this car bottom no matter how hard we hit the rises and dips and this is more than can be said for most Detroit *slugs*. The balance, the proportionate front vs. rear figures which were unavailable at the time, is good; in fact the weight distribution appears, and feels like, it is closer to the desirable 50-percent front and ditto rear than on any of the large cars built in this country. By *large* cars we mean cars that weigh over 3,000 pounds and are over about 16 feet long, for in our opinion, *weight* is as much a factor in terming a car large as is size.

Granted, some of the compact cars like the Rambler Six and Rebel and the small Studebaker Lark, the latter especially, are fairly small in size, but with the sort of equipment most of our fellow countrymen seem to demand (labor saving devices you know, old chap), they tip the scales ready for the road at considerably in excess of 3000 pounds.

The Falcon is fortunate in having a rather uncluttered engine compartment; the exhaust system is a simple and effective low back pressure single pipe system; there is no need for heavy power steering and brake equipment which means fewer pulleys, belts, and the like. Actually the only gadget we would like to see made available would be optional overdrive for more effortless sustained expressway cruising speeds. Yet, the Falcon can safely and quite economically maintain upwards of 60 miles an hour on long journeys and still deliver around 30 to 32 miles to the gallon. Lead foot the carburetor, though, try to keep up to 75 or 80 all day, and the Falcon like any other car will take more gas, and do not think otherwise.

ACCELERATION

If tuned, the test car would have done much better but from zero to 60 m.p.h. was exactly 20 seconds allowing for 4 m.p.h. error on the speedometer, the figure disclosed by the fifth wheel. In good tune, 17 seconds should be no problem for this badly mauled engine stumbled through first gear, hesitated in second cog, and gasped for air as we speed shifted the lever into third or top gear. Later, while inspecting the carburetor and throttle

linkage we saw an accumulation of dust and grime from more strenuous testing than any car should have to endure.

The brakes, though having comparatively small lining area, stood up well in a series of panic braking tests from 60 m.p.h. down to 20 m.p.h. Accelerating as rapidly as the well-carboned mill allowed, this braking test was repeated on a hot and sticky Detroit afternoon to a total of seven such stops without sign of brake fade. Then on the eighth screeching slow-down the pedal began to harden, the brakes indicated the beginning of fade with a trace of erratic behavior, and we decided to cool them off with some fast high speed circuits of the oval. At an indicated 80 m.p.h. which was actually a true speed of 73.9 miles an hour, the Falcon, with the writer only aboard, was as steady as a rock. In less than two minutes the brakes were back to normal effectiveness, and stops again were easily made with hands off the wheel and without any marked tendency to go into a Tennessee waltz.

CONCLUSION

Though a crash program baby, the Falcon is a well engineered car. The price structure has not been disclosed at this writing but rumor has it that the price delivered will be competitive with the Rambler American and the Studebaker Lark Six. If a reasonable level of quality control can be assured and adhered to, the Falcon will be a good buy. Depreciation should be low and overall economy high. If we were to describe a Falcon briefly, we would call it refreshing. If YOU are buying in '60, try this new car.

SPECIFICATIONS OF FORD FALCON

RUNNING GEAR & BODY

Wheelbase	109.5"
Tread	front 55.0"; rear 54.5"
Length overall	181.1"
Width overall	70.0"
Height overall	54.5"
Ground clearance	5.9"
Turning circle diameter	37.7"
Steering wheel lock-to-lock	4.6 turns (manual only)
Tire size	6.00 x 13
Weight	2445 lbs (curb)
Overhang	front 29.4" rear 42.2"
Brake lining area	(effective) 114.3 sq. in.
Weight to brake area ratio	20.5 lbs. per sq. in.

INTERIOR DIMENSIONS

Hiproom	front 57.1"; rear 57.0"
Headroom	front 33.9"; rear 32.8"
Legroom	front 43.3"; rear 39.4"

Seat height	front 11.4" rear 14.2"
Trunk luggage capacity	23.0 cu. ft.

ENGINE & RELATED EQUIPMENT

Cylinders, block, valves	OHV 6 in-line
Bore and stroke	3.50 x 2.50
Displacement	144.3 cu. in.
Carburetion	one-barrel
Exhaust system	single
Choke	manual
Fuel pump	electric
Fuel recommended	regular
Fuel tank capacity	15 gallons
Crankcase capacity with filter	6 quarts
Drive shaft type	1-piece exposed with 2 universal joints
Rear axle ratio	manual 3.10; automatic 3.10
Transmissions available	3-speed synchromesh; 2-speed automatic
Gear ratios (manual)	first 3.29; second 1.75; third 1.00; no fourth
Cooling system capacity with heater	9.3 quarts

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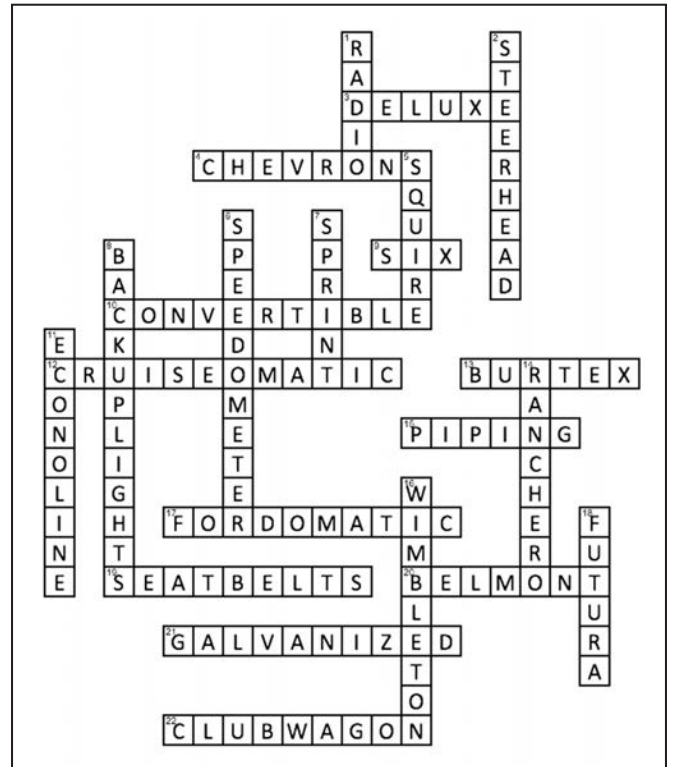
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Answers to Falcon History Crossword Puzzle



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210-626-2050

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2nd Sat. except June,
July, Aug. at Berge Ford
460 E. Auto Center Dr.
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864-879-1060

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Holiday Inn Express
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Exit 60: I-85
Kannapolis, NC
704-736-1920

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Rosemary's Creamery
F St.
661-587-5839

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7:30 PM, Mar.–Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
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Early Falcon Car Club of Victoria, Inc. Australia

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Cafe Hotel, Melbourne
9369 1574

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